

JONES & TAYLOR,
Stereographers and Contractors.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1390. 日九初月一十年五十二緒光 MONDAY, DECEMBER 11, 1899.

一拜禮 號一十月二十年十英港香

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & CO., LIMITED,
General Managers.

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 12,000,000
CAPITAL UNCALLED " 12,000,000
RESERVE FUND " 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO.
NAGASAKI.
LYONS.
SAN FRANCISCO.
BOMBAY.
TIENSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" 3 " 4 " 5 " 6 " 7 " 8 " 9 " 10 " 11 " 12 " 13 " 14 " 15 " 16 " 17 " 18 " 19 " 20 " 21 " 22 " 23 " 24 " 25 " 26 " 27 " 28 " 29 " 30 " 31 " 32 " 33 " 34 " 35 " 36 " 37 " 38 " 39 " 40 " 41 " 42 " 43 " 44 " 45 " 46 " 47 " 48 " 49 " 50 " 51 " 52 " 53 " 54 " 55 " 56 " 57 " 58 " 59 " 60 " 61 " 62 " 63 " 64 " 65 " 66 " 67 " 68 " 69 " 70 " 71 " 72 " 73 " 74 " 75 " 76 " 77 " 78 " 79 " 80 " 81 " 82 " 83 " 84 " 85 " 86 " 87 " 88 " 89 " 90 " 91 " 92 " 93 " 94 " 95 " 96 " 97 " 98 " 99 " 100 " 101 " 102 " 103 " 104 " 105 " 106 " 107 " 108 " 109 " 110 " 111 " 112 " 113 " 114 " 115 " 116 " 117 " 118 " 119 " 120 " 121 " 122 " 123 " 124 " 125 " 126 " 127 " 128 " 129 " 130 " 131 " 132 " 133 " 134 " 135 " 136 " 137 " 138 " 139 " 140 " 141 " 142 " 143 " 144 " 145 " 146 " 147 " 148 " 149 " 150 " 151 " 152 " 153 " 154 " 155 " 156 " 157 " 158 " 159 " 160 " 161 " 162 " 163 " 164 " 165 " 166 " 167 " 168 " 169 " 170 " 171 " 172 " 173 " 174 " 175 " 176 " 177 " 178 " 179 " 180 " 181 " 182 " 183 " 184 " 185 " 186 " 187 " 188 " 189 " 190 " 191 " 192 " 193 " 194 " 195 " 196 " 197 " 198 " 199 " 200 " 201 " 202 " 203 " 204 " 205 " 206 " 207 " 208 " 209 " 210 " 211 " 212 " 213 " 214 " 215 " 216 " 217 " 218 " 219 " 220 " 221 " 222 " 223 " 224 " 225 " 226 " 227 " 228 " 229 " 230 " 231 " 232 " 233 " 234 " 235 " 236 " 237 " 238 " 239 " 240 " 241 " 242 " 243 " 244 " 245 " 246 " 247 " 248 " 249 " 250 " 251 " 252 " 253 " 254 " 255 " 256 " 257 " 258 " 259 " 260 " 261 " 262 " 263 " 264 " 265 " 266 " 267 " 268 " 269 " 270 " 271 " 272 " 273 " 274 " 275 " 276 " 277 " 278 " 279 " 280 " 281 " 282 " 283 " 284 " 285 " 286 " 287 " 288 " 289 " 290 " 291 " 292 " 293 " 294 " 295 " 296 " 297 " 298 " 299 " 300 " 301 " 302 " 303 " 304 " 305 " 306 " 307 " 308 " 309 " 310 " 311 " 312 " 313 " 314 " 315 " 316 " 317 " 318 " 319 " 320 " 321 " 322 " 323 " 324 " 325 " 326 " 327 " 328 " 329 " 330 " 331 " 332 " 333 " 334 " 335 " 336 " 337 " 338 " 339 " 340 " 341 " 342 " 343 " 344 " 345 " 346 " 347 " 348 " 349 " 350 " 351 " 352 " 353 " 354 " 355 " 356 " 357 " 358 " 359 " 360 " 361 " 362 " 363 " 364 " 365 " 366 " 367 " 368 " 369 " 370 " 371 " 372 " 373 " 374 " 375 " 376 " 377 " 378 " 379 " 380 " 381 " 382 " 383 " 384 " 385 " 386 " 387 " 388 " 389 " 390 " 391 " 392 " 393 " 394 " 395 " 396 " 397 " 398 " 399 " 400 " 401 " 402 " 403 " 404 " 405 " 406 " 407 " 408 " 409 " 410 " 411 " 412 " 413 " 414 " 415 " 416 " 417 " 418 " 419 " 420 " 421 " 422 " 423 " 424 " 425 " 426 " 427 " 428 " 429 " 430 " 431 " 432 " 433 " 434 " 435 " 436 " 437 " 438 " 439 " 440 " 441 " 442 " 443 " 444 " 445 " 446 " 447 " 448 " 449 " 450 " 451 " 452 " 453 " 454 " 455 " 456 " 457 " 458 " 459 " 460 " 461 " 462 " 463 " 464 " 465 " 466 " 467 " 468 " 469 " 470 " 471 " 472 " 473 " 474 " 475 " 476 " 477 " 478 " 479 " 480 " 481 " 482 " 483 " 484 " 485 " 486 " 487 " 488 " 489 " 490 " 491 " 492 " 493 " 494 " 495 " 496 " 497 " 498 " 499 " 500 " 501 " 502 " 503 " 504 " 505 " 506 " 507 " 508 " 509 " 510 " 511 " 512 " 513 " 514 " 515 " 516 " 517 " 518 " 519 " 520 " 521 " 522 " 523 " 524 " 525 " 526 " 527 " 528 " 529 " 530 " 531 " 532 " 533 " 534 " 535 " 536 " 537 " 538 " 539 " 540 " 541 " 542 " 543 " 544 " 545 " 546 " 547 " 548 " 549 " 550 " 551 " 552 " 553 " 554 " 555 " 556 " 557 " 558 " 559 " 560 " 561 " 562 " 563 " 564 " 565 " 566 " 567 " 568 " 569 " 570 " 571 " 572 " 573 " 574 " 575 " 576 " 577 " 578 " 579 " 580 " 581 " 582 " 583 " 584 " 585 " 586 " 587 " 588 " 589 " 590 " 591 " 592 " 593 " 594 " 595 " 596 " 597 " 598 " 599 " 600 " 601 " 602 " 603 " 604 " 605 " 606 " 607 " 608 " 609 " 610 " 611 " 612 " 613 " 614 " 615 " 616 " 617 " 618 " 619 " 620 " 621 " 622 " 623 " 624 " 625 " 626 " 627 " 628 " 629 " 630 " 631 " 632 " 633 " 634 " 635 " 636 " 637 " 638 " 639 " 640 " 641 " 642 " 643 " 644 " 645 " 646 " 647 " 648 " 649 " 650 " 651 " 652 " 653 " 654 " 655 " 656 " 657 " 658 " 659 " 660 " 661 " 662 " 663 " 664 " 665 " 666 " 667 " 668 " 669 " 670 " 671 " 672 " 673 " 674 " 675 " 676 " 677 " 678 " 679 " 680 " 681 " 682 " 683 " 684 " 685 " 686 " 687 " 688 " 689 " 690 " 691 " 692 " 693 " 694 " 695 " 696 " 697 " 698 " 699 " 700 " 701 " 702 " 703 " 704 " 705 " 706 " 707 " 708 " 709 " 710 " 711 " 712 " 713 " 714 " 715 " 716 " 717 " 718 " 719 " 720 " 721 " 722 " 723 " 724 " 725 " 726 " 727 " 728 " 729 " 730 " 731 " 732 " 733 " 734 " 735 " 736 " 737 " 738 " 739 " 740 " 741 " 742 " 743 " 744 " 745 " 746 " 747 " 748 " 749 " 750 " 751 " 752 " 753 " 754 " 755 " 756 " 757 " 758 " 759 " 760 " 761 " 762 " 763 " 764 " 765 " 766 " 767 " 768 " 769 " 770 " 771 " 772 " 773 " 774 " 775 " 776 " 777 " 778 " 779 " 780 " 781 " 782 " 783 " 784 " 785 " 786 " 787 " 788 " 789 " 790 " 791 " 792 " 793 " 794 " 795 " 796 " 797 " 798 " 799 " 800 " 801 " 802 " 803 " 804 " 805 " 806 " 807 " 808 " 809 " 810 " 811 " 812 " 813 " 814 " 815 " 816 " 817 " 818 " 819 " 820 " 821 " 822 " 823 " 824 " 825 " 826 " 827 " 828 " 829 " 830 " 831 " 832 " 833 " 834 " 835 " 836 " 837 " 838 " 839 " 840 " 841 " 842 " 843 " 844 " 845 " 846 " 847 " 848 " 849 " 850 " 851 " 852 " 853 " 854 " 855 " 856 " 857 " 858 " 859 " 860 " 861 " 862 " 863 " 864 " 865 " 866 " 867 " 868 " 869 " 870 " 871 " 872 " 873 " 874 " 875 " 876 " 877 " 878 " 879 " 880 " 881 " 882 " 883 " 884 " 885 " 886 " 887 " 888 " 889 " 890 " 891 " 892 " 893 " 894 " 895 " 896 " 897 " 898 " 899 " 900 " 901 " 902 " 903 " 904 " 905 " 906 " 907 " 908 " 909 " 910 " 911 " 912 " 913 " 914 " 915 " 916 " 917 " 918 " 919 " 920 " 921 " 922 " 923 " 924 " 925 " 926 " 927 " 928 " 929 " 930 " 931 " 932 " 933 " 934 " 935 " 936 " 937 " 938 " 939 " 940 " 941 " 942 " 943 " 944 " 945 " 946 " 947 " 948 " 949 " 950 " 951 " 952 " 953 " 954 " 955 " 956 " 957 " 958 " 959 " 960 " 961 " 962 " 963 " 964 " 965 " 966 " 967 " 968 " 969 " 970 " 971 " 972 " 973 " 974 " 975 " 976 " 977 " 978 " 979 " 980 " 981 " 982 " 983 " 984 " 985 " 986 " 987 " 988 " 989 " 990 " 991 " 992 " 993 " 994 " 995 " 996 " 997 " 998 " 999 " 1000 " 1001 " 1002 " 1003 " 1004 " 1005 " 1006 " 1007 " 1008 " 1009 " 1010 " 1011 " 1012 " 1013 " 1014 " 1015 " 1016 " 1017 " 1018 " 1019 " 1020 " 1021 " 1022 " 1023 " 1024 " 1025 " 1026 " 1027 " 1028 " 1029 " 1030 " 1031 " 1032 " 1033 " 1034 " 1035 " 1036 " 1037 " 1038 " 1039 " 1040 " 1041 " 1042 " 1043 " 1044 " 1045 " 1046 " 1047 " 1048 " 1049 " 1050 " 1051 " 1052 " 1053 " 1054 " 1055 " 1056 " 1057 " 1058 " 1059 " 1060 " 1061 " 1062 " 1063 " 1064 " 1065 " 1066 " 1067 " 1068 " 1069 " 1070 " 1071 " 1072 " 1073 " 1074 " 1075 " 1076 " 1077 " 1078 " 1079 " 1080 " 1081 " 1082 " 1083 " 1084 " 1085 " 1086 " 1087 " 1088 " 1089 " 1090 " 1091 " 1092 " 1093 " 1094 " 1095 " 1096 " 1097 " 1098 " 1099 " 1100 " 1101 " 1102 " 1103 " 1104 " 1105 " 1106 " 1107 " 1108 " 1109 " 1110 " 1111 " 1112 " 1113 " 1114 " 1115 " 1116 " 1117 " 1118 " 1119 " 1120 " 1121 " 1122 " 1123 " 1124 " 1125 " 1126 " 1127 " 1128 " 1129 " 1130 " 1131 " 1132 " 1133 " 1134 " 1135 " 1136 " 1137 " 1138 " 1139 " 1140 " 1141 " 1142 " 1143 " 1144 " 1145 " 1146 " 1147 " 1148 " 1149 " 1150 " 1151 " 1152 " 1153 " 1154 " 1155 " 1156 " 1157 " 1158 " 1159 " 1160 " 1161 " 1162 " 1163 " 1164 " 1165 " 1166 " 1167 " 1168 " 1169 " 1170 " 1171 " 1172 " 1173 " 1174 " 1175 " 1176 " 1177 " 1178 " 1179 " 1180 " 1181 " 1182 " 1183 " 1184 " 1185 " 1186 " 1187 " 1188 " 1189 " 1190 " 1191 " 1192 " 1193 " 1194 " 1195 " 1196 " 1197 " 1198 " 1199 " 1200 " 1201 " 1202 " 1203 " 1204 " 1205 " 1206 " 1207 " 1208 " 1209 " 1210 " 1211 " 1212 " 1213 " 1214 " 1215 " 1216 " 1217 " 1218 " 1219 " 1220 " 1221 " 1222 " 1223 " 1224 " 1225 " 1226 " 1227 " 1228 " 1229 " 1230 " 1231 " 1232 " 1233 " 1234 " 1235 " 1236 " 1237 " 1238 " 1239 " 1240 " 1241 " 1242 " 1243 " 1244 " 1245 " 1246 " 1247 " 1248 " 1249 " 1250 " 1251 " 1252 " 1253 " 1254 " 1255 " 1256 " 1257 " 1258 " 1259 " 1260 " 1261 " 1262 " 1263 " 1264 " 1265 " 1266 " 1267 " 1268 " 1269 " 1270 " 1271 " 1272 " 1273 " 1274 " 1275 " 1276 " 1277 " 1278 " 1279 " 1280 " 1281 " 1282 " 1283 " 1284 " 1285 " 1286 " 1287 " 1288 " 1289 " 1290 " 1291 " 1292 " 1293 " 1294 " 1295 " 1296 " 1297 " 1298 " 1299 " 1300 " 1301 " 1302 " 1303 " 1304 " 1305 " 1306 " 1307 " 1308 " 1309 " 1310 " 1311 " 1312 " 1313 " 1314 " 1315 " 1316 " 1317 " 1318 " 1319 " 1320 " 1321 " 1322 " 1323 " 1324 " 1325 " 1326 " 1327 " 1328 " 1329 " 1330 " 1331 " 1332 " 1333 " 1334 " 1335 " 1336 " 1337 " 1338 " 1339 " 1340 " 1341 " 1342 " 1343 " 1344 " 1345 " 1346 " 1347 " 1348 " 1349 " 1350 " 1351 " 1352 " 1353 " 1354 " 1355 " 1356 " 1357 " 1358 " 1359 " 1360 " 1361 " 1362 " 1363 " 1364 " 1365 " 1366 " 1367 " 1368 " 1369 " 1370 " 1371 " 1372 " 1373 " 1374 " 1375 " 1376 " 1377 " 1378 " 1379 " 1380 " 1381 " 1382 " 1383 " 1384 " 1385 " 1386 " 1387 " 1388 " 1389 " 1390 " 1391 " 1392 " 1393 " 1394 " 1395 " 1396 " 1397 " 1398 " 1399 " 1400 " 1401 " 1402 " 1403 " 1404 " 1405 " 1406 " 1407 " 1408 " 1409 " 1410 " 1411 " 1412 " 1413 " 1414 " 1415 " 1416 " 1417 " 1418 " 1419 " 1420 " 1421 " 1422 " 1423 " 1424 " 1425 " 1426 " 1427 " 1428 " 1429 " 1430 " 1431 " 1432 " 1433 " 1434 " 1435 " 1436 " 1437 " 1438 " 1439 " 1440 " 1441 " 1442 " 1443 " 1444 " 1445 " 1446 " 1447 " 1448 " 1449 " 1450 " 1451 " 1452 " 1453 " 1454 " 1455 " 1456 " 1457 " 1458 " 1459 " 1460 " 1461 " 1462 " 1463 " 1464 " 1465 " 1466 " 1467 " 1468 " 1469 " 1470 " 1471 " 1472 " 1473 " 1474 " 1475 " 1476 " 1477 " 1478 " 1479 " 1480 " 1481 " 1482 " 1483 " 1484 " 1485 " 1486 " 1487 " 1488 " 1489 " 1490 " 1491 " 1492 " 1493 " 1494 " 1495 " 1496 " 1497 " 1498 " 1499 " 1500 " 1501 " 1502 " 1503 " 1504 " 1505 " 1506 " 1507 " 1508 " 1509 " 1510 " 1511 " 1512 " 1513 " 1514 " 1515 " 1516 " 1517 " 1518 " 1519 " 1520 " 1521 " 1522 " 1523 " 1524 " 1525 " 1526 " 1527 " 1528 " 1529 " 1530 " 1531 " 1532 " 1533 " 1534 " 1535 " 1536 " 1537 " 1538 " 1539 " 1540 " 1541 " 1542 " 1543 " 1544 " 1545 " 1546 " 1547 " 1548 " 1549 " 1550 " 1551 " 1552 " 1553 " 1554 " 1555 " 1556 " 1557 " 1558 " 1559 " 1560 " 1561 " 1562 " 1563 " 1564 " 1565 " 1566 " 1567 " 1568 " 1569 " 1570 " 1571 " 1572 " 1573 " 1574 " 1575 " 1576 " 1577 " 1578 " 1579 " 1580 " 1581 " 1582 " 1583 " 1584 " 1585 " 1586 " 1587 " 1588 " 1589 " 1590 " 1591 " 1592 " 1593 " 1594 " 1595 " 1596 " 1597 " 1598 " 1599 " 1600 " 1601 " 1602 " 1603 " 1604 " 1605 " 1606 " 1607 " 1608 " 1609 " 1610 " 1611 " 1612 " 1613 " 1614 " 1615 " 1616 " 1617 " 1618 " 1619 " 1620 " 1621 " 1622 " 1623 " 1624 " 1625 " 1626 " 1627 " 1628 " 1629 " 1630 " 1631 " 1632 " 1633 " 1634 " 1635 " 1636 " 1637 " 1638 " 1639 " 1640 " 1641 " 1642 " 1643 " 1644 " 1645 " 1646 " 1647 " 1648 " 1649 " 1650 " 1651 " 1652 " 1653 " 1654 " 1655 " 1656 " 1657 " 1658 " 1659 " 1660 " 1661 " 1662 " 1663 " 1664 " 1665 " 1666 " 1667 " 1668 " 1669 " 1670 " 1671 " 1672 " 1673 " 1674 " 1675 " 1676 " 1677 " 1678 " 1679 " 1680 " 1681 " 1682 " 1683 " 1684 " 1685 " 1686 " 1687 " 1688 " 1689 " 1690 " 1691 " 1692 " 1693 " 1694 " 1695 " 1696 " 1697 " 1698 " 1699 " 1700 " 1701 " 1702 " 1703 " 1704 " 1705 " 1706 " 1707 " 1708 " 1709 " 1710 " 1711 " 1712 " 1713 " 1714 " 1715 " 1716 " 1717 " 1718 " 1719 " 1720 " 1721 " 1722 " 1723 " 1724 " 1725 " 1726 " 1727 " 1728 " 1729 " 1730 " 1731 " 1732 " 1733 " 1734 " 1735 " 1736 " 1737 " 1738 " 1739 " 1740 " 1741 " 1742 " 1743 " 1744 " 1745 " 1746 " 1747 " 1748 " 1749 " 1750 " 1751 " 1752 " 1753 " 1754 " 1755 " 1756 " 1757 " 1758 " 1759 " 1760 " 1761 " 1762 " 1763 " 1764 " 1765 " 1766 " 1767 " 1768 " 1769 " 1770 " 1771 " 1772 " 1773 " 1774 " 1775 " 1776 " 1777 " 1778 " 1779 " 1780 " 1781 " 1782 " 1783 " 1784 " 1785 " 1786 " 1787 " 1788 " 1789 " 1790 " 1791 " 1792 " 1793 " 1794 " 1795 " 1796 " 1797 " 1798 " 1799 " 1800 " 1801 " 1802 " 1803 " 1804 " 1805 " 1806 " 1807 " 1808 " 1809 " 1810 " 1811 " 1812 " 1813 " 1814 " 1815 " 1816 " 1817 " 1818 " 1819 " 1820 " 1821 " 1822 " 1823 " 1824 " 1825 " 1826 " 1827 " 1828 " 1829 " 1830 " 1831 " 1832 " 1833 " 1834 " 1835 " 1836 " 1837 " 1838 " 1839 " 1840 " 1841 " 1842 " 1843 " 1844 " 1845 " 1846 " 1847 " 1848 " 1849 " 1850 " 1851 " 1852 " 1853 " 1854 " 1855 " 1856 " 1857 " 1858 " 1859 " 1860 " 1861 " 1862 " 1863 " 1864 " 1865 " 1866 " 1867 " 1868 " 1869 " 1870 " 1871 " 1872 " 1873 " 1874 " 1875 " 1876 " 1877 " 1878 " 1879 " 1880 " 1881 " 1882 " 1883 " 1884 " 1885 " 1886 " 1887 " 1888 " 1889 " 1890 " 1891 " 1892 " 1893 " 1894 " 1895 " 1896 " 1897 " 1898 " 1899 " 1900 " 1901 " 1902 " 1903 " 1904 " 1905 " 1906 " 1907 " 1908 " 1909 " 1910 " 1911 " 1912 " 1913 " 1914 " 1915 " 1916 " 1917 " 1918 " 1919 " 1920 " 1921 " 1922 " 1923 " 1924 " 1925 " 1926 " 1927 " 1928 " 1929 " 1930 " 1931 " 1932 " 1933 " 1934 " 1935 " 1936 " 1937 " 1938 " 1939 " 1940 " 1941 " 1942 " 1943 " 1944 " 1945 " 1946 " 1947 " 1948 " 1949 " 1950 " 1951 " 1952 " 1953 " 1954 " 1955 " 1956 " 1957 " 1958 " 1959 " 1960 " 1961 " 1962 " 1963 " 1964 " 1965 " 1966 " 1967 " 1968 " 1969 " 1970 " 1971 " 1972 " 1973 " 1974 " 1975 " 1976 " 1977 " 1978 " 1979 " 1980 " 1981 " 1982 " 1983 " 1984 " 1985 " 1986 " 1987 " 1988 " 1989 " 1990 " 1991 " 1992 " 1993 " 1994 " 1995 " 1996 " 1997 " 1998 " 1999 " 2000 " 2001 " 2002 " 2003 " 2004 " 2005 " 2006 " 2007 " 2008 " 2009 " 2010 " 2011 " 2012 " 2013 " 2014 " 2015 " 2016 " 2017 " 2018 " 2019 " 2020 " 2021 " 2022 " 2023 " 2024 " 2025 " 2026 " 2027 " 2028 " 2029 " 2030 " 2031 " 2032 " 2033 " 2034 " 2035 " 2036 " 2037 " 2038 " 2039 " 2040 " 2041 " 2042 " 2043 " 2044 " 2045 " 2046 " 2047 " 2048 " 2049 " 2050 " 2051 " 2052 " 2053 " 2054 " 2055 " 2056 " 2057 " 2058 " 2059 " 2060 " 2061 " 2062 " 2063 " 2064 " 2065 " 2066 " 2067 " 2068 " 2069 " 2070 " 2071 " 2072 " 2073 " 2074 " 2075 " 2076 " 2077 " 2078 " 2079 " 2080 " 2081 " 2082 " 2083 " 2084 " 2085 " 2086 " 2087 " 2088 " 2089 " 2090 " 2091 " 2092 " 2093 " 2094 " 2095 " 2096 " 2097 " 2098 " 2099 " 2100 " 2101 " 2102 " 2103 "

Today's
Advertisements.GOVERNMENT NOTIFICATION.
No. 678.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of December, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 2nd December, 1899. [1541a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of December, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Island Lot	Queen's Road (East of Tai Tung Temple)	15 15 60 60 960	14	1440

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.
\$5 per Cask of 375 lbs. Net ex Godown,
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 11th December, 1899. [1534a]

NOTICE.

THE inspection of the Imperial German Mail Steamer "KOENIG ALBERT" has been POSTPONED INDEFINITELY on account of her late departure from Shanghai. MELCHERS & Co., Agents.

Hongkong, 11th December, 1899. [1534a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship

"HAIMUN."
Captain Hodgins, will be despatched for the above Port, on THURSDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers,
Hongkong, 11th December, 1899. [1534a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched as above on FRIDAY, the 15th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 11th December, 1899. [1534a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKIANG."
Captain Moore, will be despatched as above on SATURDAY, the 16th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th December, 1899. [1534a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMU MARU."
Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 11th December, 1899. [1534a]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).
(Not calling at LONDON.)

THE Company's Steamship

"TANTALUS."
Captain Bartlett, will be despatched on FRIDAY, the 22nd instant.

Taking Cargo to LIVERPOOL, at LONDON Rates.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th December, 1899. [1466a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED."
Captain Goodwin, will be despatched on TUESDAY, the 9th January.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th December, 1899. [1538a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."
Captain Jackson, will be despatched on TUESDAY, the 23rd January.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th November, 1899. [1539a]

Today's
Advertisements."What
to give."

is the question of the hour. The best gift for your wife is a Policy of Life Assurance. Clothes will wear out. A piano will get out of tune. Jewelry will become old-fashioned. Bric-a-brac will break. Most things deteriorate with age, BUT NOT A POLICY OF LIFE ASSURANCE, the older it gets the more valuable it becomes.

THE EQUITABLE
LIFE ASSURANCE SOCIETY
OF THE
UNITED STATES.
"Strongest in the World."

Apply (stating your age) for Particulars of the "Guaranteed Cash Value Policies" to the Society's Branch Office, No. 6, Praya, Hongkong.

F. KENNEDY,
Acting Manager.

Hongkong, 11th December, 1899. [1532a]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

FROM the 13th instant until further notice (about 2 weeks), sunken obstructions will be laid to the North and South of Stone Cutters' Island.

The obstructed area to the North of Stone Cutters' Island will extend right across and will be within lines drawn from the most northern point of the island to the Watering Pier at Ly-che-kok, and from the Government Pier on the North shore near the Magazines in an N.N.E. direction to the mainland.

To the South of Stone Cutters' Island the southern limit of the obstructed area will be a line between two buoys carrying red flags and about 500 yards North of the fairway. Lines true North from these buoys to Stone Cutters' Island will give the eastern and western limits of the obstructed area.

Vessels and junks are prohibited from anchoring in the obstructed areas.

For purposes of navigation the sunken obstructions may be considered as reducing the depth of water shown on the chart by eleven feet.

R. MURRAY RUMSEY,
Retd. Comdr., R.N.,
Harbour Master, &c.

Harbour Department,
Hongkong, 9th December, 1899. [1542a]

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

Continuation.

A. S. WATSON & Co.,
LIMITED.

AS USUAL AT THIS SEASON OF

THE YEAR WE ARE

OFFERING

FOR SALE AN UNIQUE

SELECTION OF THE PUREST

AND BEST

CONFECTIONERY.

FROM THE

SIMPLEST QUALITY

TO THAT OF THE MOST REFINED

DESCRIPTION.

IMPORTED FROM THE LEADING

LONDON AND PARISIAN

HOUSES.

A. S. WATSON & CO.,

LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 11, 1899.

NOTES AND COMMENTS.

A copy of a petition addressed to His Excellency the Governor by the fishermen inhabiting the island of Pingchau, in M'rs Bay, has been sent to us. It sets out that the petitioners are collectors of shells for the purpose of the manufacture of lime; that they have enjoyed this privilege of collecting shells in the waters adjoining their island for over fifty years without interference by Chinese authorities and have been expressly exempted from paying any taxes or licence fee; that they have received notice from a Chinese firm in Hongkong, the Lee Hing Company, that the Governor of Hongkong has granted to the Lee Hing Company the exclusive privilege of dredging for and collecting shell in the waters of M'rs Bay; that hundreds of them have been depending on it for their livelihood and that the granting of this monopoly has thrown them out of employment that they had no notice that any such monopoly was to be granted and no opportunity of opposing it or showing cause against it; that they have petitioned the Registrar-General on the subject without any results and that they hope for better things from His Excellency. They ask for an impartial enquiry into the case. We understand that their petition has been rejected and that they are where they were.

Now assuming the statement in this petition to be true so far as regards the action of our government and that the Governor has granted this monopoly to the Lee Hing Company, we have a few comments to make. We are entitled to assume that that statement is true, because if it were not the Lee Hing firm or some of its members or representatives would have been before the police court before now for interfering with the fishermen in the exercise of their undoubted common law right to fish and dredge, to reap the harvest of the sea free from interference and for improperly claiming to be the possessors of this exclusive privilege. If it is true that the Governor has granted or purposed to grant an exclusive right of dredging for shells in M'rs Bay or in any part of it, he has done what he has no right or power whatever to do. He has no power or authority whatever to create a monopoly of any kind without the assent and direct authority of the Legislature. He has no authority or power to raise or collect revenue of any kind or to tax the subject in any way except by virtue of some law giving him that power, and there is no such law. If he had the power to create any such monopoly as that referred to in the petition or to grant any licence of an exclusive character, he has no right to do so except by public tender and after due advertisement and notice to all parties likely to be affected. It is no answer to refer to the quarry farm, existing without the authority of any ordinance. The stone quarried is exclusively government property on Crown land in a British possession where the absolute sovereignty is in the Queen. There is no analogy between such a case in which the Crown farms out a right which is absolutely its own, to the case of fishing or dredging in the open sea where all that swims is common property. Even if such a right existed in the harbour of Hongkong where the ownership of the land under the sea is in the Queen, even if the Governor could grant exclusive rights in our own waters, which has never been attempted yet, there is no power to do it in M'rs Bay where the soil is vested in the Emperor of China and Great Britain has only the use of the surface waters. Assuming that the right, to grant the monopoly, complained of, to exist, should it have been exercised in disregard of and without enquiring into existing rights, or to the injury of those exercising the business at the time?

We say unhesitatingly that if such a monopoly has been created in such shape or form it is illegal, and whether illegal or not, it is bad policy and has been done in the wrong way.

REUTER'S TELEGRAMS.

THE WAR.

Natal. General Buller's Movements.

LONDON, December 8th.

General Buller and staff have left Maritzburg for Pieter Camp.

Cape Colony.

Re-inforcements for General Gatacre.

Re-inforcements are rapidly joining General Gatacre's column at Putters Kraal near Sterkstroom and the danger of the Boers penetrating further South is averted.

Destruction of a Culvert.

An official from Orange river station states that the railway culvert near Grasspan had been exploded and the telegraph line cut.

A heavy cannonade was heard to the Northward yesterday and it is supposed that General Methuen, whose communications would be cut by the destroyed culvert, was engaging the enemy.

Natal.

Heavy Firing at Ladysmith.

Reuter's Correspondent at Frere says that heavy firing was heard in the direction of Ladysmith on the morning of the 7th.

Communications with Mafeking.

Reuter's correspondent at Magalapa states, on the 30th November, that preparations had been completed to advance in force the next day to repair the line and restore communication with Mafeking. The Boers are in a strong position at Mafeking, a hundred miles to the North of Mafeking.

Col. Baden-Powell reported "all well" on the 27th November, and that the bombardment had been intermittent and the besieging force much weaker.

Boer Movements.

News from Frere Camp 7th instant states that the Boers are striking one of the largest of their five Camps near Colenso and moving eastward.

WEATHER REPORT.

The Observatory report says:—

On the 10th at 11.55 a.m. the barometer has risen considerably over E. Japan, fallen quickly on the China coast. The high pressure area is central over Japan, and a depression is advancing Eastwards over N. China. Gradients slight, with increasing monsoon in S. China and the N. part of the China Sea. FORECAST:—Moderate E. winds; fair.

On the 11th at 11.55 a.m. the barometer has fallen rapidly in Japan, and is inclined to rise on the China coast. The depression is moving Eastwards in the Sea of Japan, and pressure is highest over China. The monsoon will probably freshen on the coast and in the N. part of the China Sea. FORECAST:—Moderate or fresh N.E. to N. winds; mostly fair, but some drizzling rain.

LOCAL AND GENERAL.

H.M.S. Aurora arrived in the harbour yesterday morning, but will leave for Manila at the end of the week to relieve H.M.S. Undaunted.

FOOTBALL RESULT.

This afternoon the Hongkong Football Club played the regimental team of the Royal Welsh Fusiliers. The scores being H.K.F.C. 2, R.W.F. 4. A full account of the match will be given in to-morrow's issue.

The following is a return of communicable Diseases which have been notified as having occurred in the colony of Hongkong during the week ended 9th December, 1899.

Bubonic Plague..... 1 Total death..... 1

Fever..... 3 Total death..... nil.

His Excellency the Governor has been pleased to appoint the following gentlemen to be members of the Sanitary Board, for a period of three years from this date:—Francis W. Clark, Medical Officer of Health; Major Harry Herbert Brown, R.A.M.C.; Fung Wa Ch'ien, Esq., and Chan Fook, Esq.

At the regular meeting of the St. Mary Magdalene Chapter of Sovereign Princes Rose Croix of H. R. D. M. No. 75, held at the Masonic Hall, Zealand Street, on the 7th inst., the following Brethren were elected and installed in their offices:—

M. W. Sovereign..... F. D. Goddard.

Prelate..... F. W. Heuermann.

1st General..... D. Macdonald.

2nd..... G. J. B. Sayer.

Treasurer..... W. C. H. Hastings, P.M.W.S.

Recorder..... J. Kirkwood.

Master of Ceremonies..... E. H. Grace.

Organist..... A. G. Ward.

Captain of Guard..... A. V. Apcar.

Outer Guard..... J. Maxwell.

MADAME Konoah's Company gave their parting entertainment on Saturday night before a very fair house. One of the features of the evening was the recitation by Mr. Musket of Kipling's Poem "The Absent minded Beggar," which he did in his best style.

During the performance souvenir programme were sold amongst the audience the result of which sale have been paid into the Fund being raised for the soldiers and sailors wives and families together with ten per cent of the proceeds of the house. The total result was \$140.05 by no means an unwelcome addition to the funds already collected.

The Konoah Company have now proceeded to Canton, and after giving one entertainment at the Club Theatre they purpose proceeding to Manila where from the cleverness and skill of their performances they ought to reap a rich harvest.

CRICKET.

HONGKONG C. C. v. TWENTY-TWO FROM H.K. SCHOOL CLUBS.

On Saturday the Hongkong C. C. met 22 representatives from the Hongkong School Clubs. The match was very keenly contested and excited much interest among the parents of the scholars. The boys played remarkably well and their bowling was a surprise to the Club.

The bowlers were expecting to make big hits, but as it happened the bowlers preserving for the most part an excellent length. The fielding was also exceptionally good, the boys stopping the hot ones very pluckily, in fact Begley had his hands quite swollen at the end of the game, stopping fast drives at mid-on, but wouldn't surrender his important point.

The boys have asked us to thank the members of the Club and Dr. Lowson in particular, for the great kindness with which they were treated. We believe a return match will be played shortly when we hope the youngsters will be able to turn the tables on their elders.

We give below the scores and bowling analysis:—

HONGKONG CRICKET CLUB.

First Innings.

Rev. G. H. Vallings, c. Remondos, b. Heron..... 3

Rev. F. T. Johnson, b. Remondos..... 4

Rev. J. W. Heron, b. Remondos..... 4

Rev. P. T. Johnson, b. Remondos..... 4

Rev. J. W. Heron, b. Remondos..... 4

Rev. P. T. Johnson, b. Remondos..... 4

Rev. J. W. Heron, b. Remondos..... 4

Rev. P. T. Johnson, b. Remondos..... 4

Rev. J. W. Heron, b. Remondos..... 4

Rev. P. T. Johnson, b. Remondos..... 4

Rev. J. W. Heron, b. Remondos..... 4

Rev. P. T. Johnson, b. Remondos..... 4

Rev. J. W. Heron, b. Remondos..... 4

Rev. P. T. Johnson, b. Remondos..... 4

Rev. J. W. Heron, b. Remondos..... 4

HONGKONG CRICKET CLUB.

Second Innings.

Dr. Lowson, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr. Brown, c. Shaw, b. Silva netto..... 0

Dr

tions held by them were remarkably well selected. The "cease fire" sounded a little before six and, we believe, the decision arrived at was that an attack on the Peak from the south side of the Island would be quite hopeless of success.

The General with his Staff viewed the operations and afterwards expressed himself as highly pleased with the keenness shown by the citizen soldiers. The following officers acted as umpires: Colonel Fraser, R.A., Major McMahon, R.W.F., Major Cole, A.S.C., Captain Mould, R.E., and Captain Berger, H.K.R.

At the conclusion, the Volunteers formed up at the Tram Station and Major Chapman gave permission to the gunners to select their own road down to Head Quarters. Lt. Slade, who last year had tried the Peak road, when he had to men on his gun, wisely elected to take the Magazine Gap road, which, though longer is decidedly the easier. Some of the more venturesome, under Lt. Armstrong and B.S.M. Kennet, assured the stronger one and had quite a job holding back their guns, one gun did take charge and precipitated a gunner over the cliff, but with the exception of a slight gravel rash on the face and knees, he sustained no damage. The Sikhs had their guns taken up and brought down for them.

HONGKONG VOLUNTEER CORPS.

The following extracts from the reports of the camp of instruction are taken from the report which appeared in Saturday's Gazette:—REPORT FROM THE COMMANDANT, TO THE D.A.A.G.

Out of a total strength of 24 Officers, 282 N. C. Officers and men, and 11 unenrolled boys, 21 Officers, 241 N. C. Officers and men, and 10 boys attended the camp of instruction, for periods varying from 10 to 15 days, between the dates 20th to 30th October, 1899.

Conduct.—The behaviour in camp was all that could be desired. The attendance at drills was good throughout, and thorough attention paid to the instruction given.

The shooting of the Field Battery was good and great attention was paid to fire discipline, which showed a marked improvement towards the end of the camp.

In the Machine Gun Companies as much time as possible was devoted to gun drill and fire discipline. Gun practices were held on three separate occasions with instructions in clearing jams, &c.

"A" Machine Gun Company shot well and showed a good knowledge of fire discipline. In the competition at the end of the course held at Lai-Chi-Kok on Saturday, the 28th October, the following marks were obtained. The target consisted of 33 targets of varying sizes representing a column advancing with its front covered by skirmishers. Range about 950 yards.

"A" COMPANY.
Targets hit 24
Hits on targets 162
Marks for fire discipline 40 out of 50
"B" COMPANY.
Targets hit 23
Hits on targets 145
Marks for fire discipline 25 out of 50
"C" COMPANY.
Targets hit 15
Hits on targets 128
Fire discipline 25 out of 50

From the above it will be seen that "A" company proved itself the best at shooting and fire discipline, but I consider that "B" and "C" companies also did extremely well taking into consideration that they have only been formed during the last 6 months.

These two companies show the greatest interest in their work and I have small doubt but that in the course of the next year they will be on an equal footing with "A" Company.

Infantry.—The Infantry Company being rather few in numbers were combined for drill purposes with the "E" Engineer Company, which is similarly armed with rifles. I consider that the Infantry Company will be in the course of the next year become a most efficient unit. They are under the instruction of a very able Non-Commissioned Officer from the Royal Welch Fusiliers and show the greatest interest and keenness in their work. A large number of the men of this Company are old Volunteers, having served in Volunteer Battalions in England and elsewhere.

Report on the Instruction of "E" Engineer Company by Lieut. Bagnall-Wilde, R.E. They were instructed in their duties as Infantry with "D" Company and were most assiduous and painstaking. They showed a most marked improvement by the end of the course.

A recruits' course of musketry was carried out by all Units but owing to the small amount of S.A. Ammunition allowed to the Corps in Part I, Schedule 1, of the Volunteer Regulations a further course could not be carried out. I would suggest that the allowance of S.A. Ammunition should be in future provided on the following scale:—

Per recruit 28 rounds
Per efficient 75 rounds
This does not alter the present rate, per efficient, but is merely asking for an allowance for recruits, there being no such provision at present.

On the 26th October a night attack was made on the camp at Stonecutters and afforded the officers and men very useful instruction. I attach a report from Major A. Chapman, O.C. Field Battery.

LIEUT. BAGNALL WILDE'S REPORT ON THE ENGINEERS.

Engine Drivers.—No. enrolled, 10; No. of attendances 114; No. of practices, 19; average percentage of attendances 75.8; No. qualified, all. The number includes one officer. One man commenced on the fifth practice.

Electricians.—No. enrolled, 10; No. of attendances 21; No. of practices, 13; average percentage of attendances 70.0; No. qualified, 7. One man never attended at all. One man commenced on the ninth practice.

All those in this table marked as qualified are capable of taking charge and working any portion of the defence lights under the supervision of one R.E. Non-Commissioned Officer who would be in charge of one section.

The course has consisted of practice in running the lights and in lectures on the principles of working.

The Engine Drivers are by far the best all round. Lieutenant Mitchell has been through a course of Engine Driving and has had practice in directing the lights from O.C.S.M.'s Station. He will also be put through a course of Electric Lighting.

The 2 Non-Commissioned Officers (Sergeant Graham, Electrician, and Corporal Warwick, Engine Driver) have done very well, and I have the highest opinion of them in every way.

At present no qualification reports have been issued. It is proposed to do this shortly.

After a man is qualified he will have to attend, if an Electrician, 1 practice every 2 months, if an Engine Driver, 1 practice every 6 months.

As a Company, I think that they will be invaluable to us on mobilization, as we shall be able to depend on them for relief on the Electric Light work.

2. The Camp opened at 5 p.m. on Friday, October 20th, and closed at 8.30 a.m. on Monday, October 30th.

3. I attach a statement of the various drill and parades during the Camp.

4. Gun practices took place on Wednesday, 25th, from Stonecutters' over a Sea range, and Saturday, 28th, over a Land range from a point near the old Customs Station at Lai-Chi-Kok.

5. Instruction in gun-laying was given daily, and evoked great interest and much competition. A very marked improvement has latterly taken place in laying. The excellent results of the course of instruction were to be observed at the practice on 28th, when the laying could hardly have been better. Six additional men qualified as gun-layers during the Camp.

6. The Battery formed part of the defence during the attack on Stonecutters' Island and the Mine Fields on the 28th, and displayed great keenness in the operations, and intelligence in carrying out the various orders.

7. During the very limited time set apart for the Battery, 33 men were put through the Recruits' Course of Musketry.

8. The attendance was exceedingly good; out of a total strength of 85 of all ranks, no less than 87 were present in camp for periods varying from 3 to 10 days.

9. The average daily attendance was 60.

10. The conduct of the Battery was excellent.

11. I wish to record the indebtedness of the Battery to the Adjutant, Captain Bland, A.I.C. It was principally due to that Officer's example and his untiring energy that the success of the camp was assured.

REGATTA NOTES BY OARSMAN.

The Regatta is now close at hand and training has been very brisk for the last three weeks, with the exception of one or two the crews are doing fairly well. For the Chairman's Challenge Cup 5 crews have entered, viz:—

Kornblume, Rose.
E. Herbst (Capt.) J. A. Fredericks (Capt.)
J. Hance A. E. Asgar
J. Miller O. J. Ellis
F. M. Pegeim A. Humphreys

Shamrock, Thistle.
A. A. Alves (Capt.) W. A. Stopani (Capt.)
W. S. Bailey H. W. Kennet
J. Watson R. Lapsley
A. J. Mackie D. F. Baine

The above are very evenly matched and there is very little to choose between them. The *Leek* stroked by A. E. Alves seems to be the strongest crew and should win this race, but I fear *Kornblume* will give the *Leek* a very hard race for first honours. I regard to the *Shamrock* stroked by A. A. Alves, winner of '97 and '98 has only been out three times since the crews were picked. This crew may win a few weeks ago but now I am afraid that bow and No. 2 (who are the weak men in the boat) will not be able to last the distance. If they intend to win this race they must stick in hard and do justice to stroke, still there is no reason why this crew should not win. (Buck in Alves, strength might do it.)

The *Rose* has been doing very well lately but No. 3 is weak. I was informed that B. W. Kennet has very kindly, promised Stopani, to row in the *Thistle* in the place of Machado. If this is so, the sooner this crew starts training the better, as I believe they need a lot of hard work to put themselves into form.

Ladies Prize.—I hear that there will be no fewer than three crews from the V.R.C. entering for this race. They will be stroked by Armstrong, Herbst and Alves, and with one or two should be a very interesting one, as in my opinion, the crews are very evenly matched.

The Lusitano Cup is to be rowed for, under the same conditions as those of last year. Five crews have entered for this race, viz:—

Rose, Shamrock.
A. A. Alves (Capt.) A. A. Alves (Capt.)
Albert Ellis C. E. A. Hance
F. M. Ferreira A. Humphreys
F. D. Bain J. C. Logan
E. Smith (Cox) H. Kennet (Cox)

J. A. Fredericks (Capt.) W. A. Stopani (Capt.)
A. E. Asgar R. Lapsley
F. H. Hyndman F. Garrett
G. Rapp H. A. Seth
F. Lammert (Cox) H. M. Bain (Cox)

Kornblume, Rose.
E. Herbst
J. Hance
I. Miller
A. Mackie
F. White (Cox)

International Challenge Cup.—It certainly looks as if only Scotland and Portugal will be represented in this race. Surely in a British Colony, there should be no difficulty in getting together an Irish or an English crew. I am sure that if they wished, they could put up very strong entries. A very good English crew could be made up of the Brothers Hance, A. Humphreys, J. Danby, or Kennet. The Scotch boat will consist of Armstrong (stroke) McMurtrie (3) Stopani (2) and Ellis (bow) and the Portuguese boat A. A. Alves (stroke) A. E. Alves (3) A. Lorraine (2) and F. H. Hyndman (bow). No. 4 of the Scotch boat is a new man but he pulls a very strong oar and is a promising oarsman, the other three are doing exceedingly well. No. 2 of the Portuguese boat is a raw griffin, but he is being carefully coached by the Brothers Alves, who think he will substitute Machado very well. Bow is rowing a weak oar this year and is very lazy. I hear that stroke is very much disgusted with him. I am afraid this man will give great disappointment to those interested in the race, as he will not be able to show the form he did last year and doubt very much whether he will be able to last the distance. If the Portuguese mean to win, they must buck bow up, otherwise it will be a walk over for the Scotch.

For the German Cup (which is to be an open race) I believe the same crews as for the Ladies Prize will compete.

I have nothing more to say in the meantime, probably in my next I shall be able to name the winners.

The Royal Engineers have amalgamated the two companies and are putting in a very strong crew for the military race, and are training both night and morning.

OARSMAN.

SOUTH AFRICAN WAR.

"SAILORS AND SOLDIERS FAMILIES' FUND."

The Undersigned begs to acknowledge with thanks, receipt of the following contributions to the above Fund.

T. JACKSON, Hon. Treasurer.
Further subscription will be thankfully received.

J. V. V. Vernon	50
H. D. O. Jones, Manila	50
C. W. Dickson	50
A. H. Rennie	50
Mr. & Mrs. C. W. Richards	50
J. Barton	50
Hon. A. M. Thomson (additional)	45
T. Howard	25
Capt. F. D. Goddard	25
J. C. Peter	25
R. Chatterton Wilcox	25
W. J. Gresson	25
Watkins, Limited	25
Stevens & George, Ltd.	21.80
F. Kilne	20
A. Shaw	20
S. A. Cubbay	20
H. A. Queen College	15.45
Mrs. H. M. Mehts	15
A. Brooke Smith	15
R. C. Wilcox	15
B. D.	10
C. S. & B.C.M.J.	10
E. S. Joseph	10
Rev. J. H. France	10
H. E. Joseph	10
I. S. Perry	10
T. W. Hornby	10
D. H. Silas	10
T. Meek	10
A. Fleet	10
Guided McRish	10
C. H. Ardron	10
C. Sherrington	10
H. W. Bell	10
E. J. Moses	10
A. R. Eckiel	10
E. C. Emmett	10
S. W.	10

533,973.41

NEW SOLDIERS AND SAILORS INSTITUTE.

The Secretary of the New Soldiers and Sailors' Home Fund begs to acknowledge gratefully the following sums:—

Previously acknowledged	\$1,814.00
Donations Nov/Dec	100.00
Hon. Ho Tung	100.00
Miss Millington	53.75
"D. J."	50.00
Mr. Helvey Beer	50.00
M. Makham	50.00
Wong Kam Fuk	50.00
Mr. R. Cooke	25.00
Mr. W. G. Humphreys	25.00
Mr. H. Price	25.00
Mr. Parlington	25.00
Mr. Sassoon	25.00
Mr. J. Black	20.00
Mr. J. Hastings	20.00
M. G. H. Potts	20.00
Tvt. R. A. M. C.	10.25
R. E. H.	10.00
A. Friend	10.00
Chang Wa Pin	10.00
Ho Kom Fong	10.00
Miss Patus	5.00
Miss Fattail	5.00
Leung Kom Lem	5.00
So Pui	5.00
Hung Hing Fat	5.00

\$2,528.00

TUNG-WA HOSPITAL.

The Directors of the Tung-wa Hospital beg to acknowledge with thanks the following donations to the Fund for the extension of the Hospital:—

Already subscribed—\$64,770	
Tsun Shin Tong	150
Wai Wo Bank	150
Hung Hing	100
Shing On	100
Mr. Lau U-fong	100
On Tai	100
Wing Cheung Kat	100
Wang Hing	100
Tak Cheung	100
Mr. Yeung Yat-lam	100
Mr. Lo Chi-tin	100
Ye Hing	100
Tsang Kong Kee	100
Wong Cheung Wa	100
Mr. Fung Shu-long	100
Mr. Chan Shur-cho	100
Thomas Hotel Comprode	50
Kwong Yee	50
Wang Lun	50
Yee Chong Lung	50
Hang Fat	50
Yee Lung	50
Sun Lung	50
Lun Lung	50
Yui Lung	50
Hing Lung	50
Hang Lung	50
Sam Lung	50
Ching Kat	50
Po Ching	50
Fung Shing	50
Shan Shun Yuen	50
Han Cheong Yuk	50
Man Wo Sang	50
Kam Lee Yuen	50
Ché Mau-hin	50
Mi King Lung	50
Kwong Mau Lung	50
Hin Kee, piece goods shop	50
Him Wo	50
Shing Tung	50
Yu Cheong Fat	50
Kwong Cheong Yau	50
Mr. Chan O-ling	50
Mr. Cheng Wo-hin	50
Sik Kee	50
Kun Hing Lung	50
On Kat	50
Tai Yuen	50
Yun Lung	50
Cheung Lee Coy	50
Tung Chong Shing	50
Ming Lee Chan	50
Hung On Chan	50

Total\$68,420

WAR NEWS BY MAIL.

Delagoa Bay.

LORENZO MARQUEZ, November 6th. Delagoa Bay is full of secret service police getting information of the movements of the Imperial service troops. The wire between Delagoa Bay and Pretoria has not been cut; it was broken during the hurricane. The principal Transvaal agent is the agent of a steamship company.

A commando of 750 men is near Komati-Poort.

I find that women have been leaving Durban bound for Pretoria with news: Passes are too easily granted at Durban.

I understand that a commando from Colenso is marching towards Greytown.

I hear on the best English authority that Johannesburg is stripped of guns and men. The police force is composed of Russian Jews.

The Armoured Train in Action.

ESTCOURT, November, 5th, 8.30 P.M. A smart performance has been achieved by the armoured train which left here this morn-

ing to reconnoitre the line towards Ladysmith, and which has just returned here. It carried two companies of the Dublin Fusiliers, under Captain Romer. Close to Colenso the enemy were sighted near the line in considerable force. The Dublins at once opened a brisk fire, to which the Boers replied. Their fire, however, was quite ineffective, and as they were suffering loss, they quickly retired. For some time they were lost to sight, but the train cautiously advanced they were seen to be moving round on the left flank with the object, it was presumed, of taking the train in the rear. To avoid this the train retired. It was then seen that the Boers had no intention of attacking, but were in full retreat over the road bridge. A strong detachment immediately left the train and entered the town, while the train itself advanced slowly to the station. Several volleys were poured at long range into the still retreating enemy. Our men succeeded in entering Fort Wylie and brought back four wagon-loads of shell, provisions, and stores.

The Fighting round Ladysmith.

DURBAN, November 5th.

The accounts given by native eye-witnesses of the fighting near Ladysmith last week are confirmed from other sources. The prisoners and loot taken after the fight were conveyed to Ladysmith, which is full of Boer prisoners and wounded. The latter bear terrible evidence of the swordsmanship of our cavalry. Lyddie is said to have been used on Thursday with good effect against the enemy.

The Natal naval volunteers have left Estcourt for Pietermaritzburg to assist in the defence of the latter place. They take with them their big guns, which are not sufficiently mobile for field work.

The escape of the Durban Light Infantry support from Fort Molyneux during the attack on Colenso was largely due to the very effective fire of the Lee-Netfords in the hands of the Dublin Fusiliers. The range at which they fired was 2,000 yards. The Boers were quite unable to respond effectively, the fire of their Mausers falling far short.

The Boer "Annexations."

The two following telegrams from the High Commissioner, Sir Alfred Milner, to Mr. Chamberlain, were received at the Colonial Office on Saturday last:—

October 28th November 1st. I have issued the following proclamation:—

Whereas it has been reported to me that a proclamation has been made, or on behalf of the Government of South Africa, public purporting to declare as part of the territory of the Republic certain portions of that part of this colony situated north of the Orange River and which have been invaded by the forces of the said Government.

And whereas it is necessary to warn all her Majesty's subjects, especially those resident in the aforesaid portions of this colony, of the invalidity of such proclamation.

Now therefore, in virtue of the authority committed to me as Governor of this colony, I do hereby proclaim and make known that any such proclamation, if made, is null and void and of no effect, and I do hereby further warn and admonish all her Majesty's subjects, especially those resident in the aforesaid portions of this colony, that they do, in accordance with their duty and allegiance, disregard such proclamation, as being of no force and effect whatsoever, and observe their obligations to her Majesty, her Crown, and Government, and in no way voluntarily accept or recognize the Government of the South African Republic in any part of this colony which may have been proclaimed territory of the said Republic.

And I do further warn that any one failing, in contravention of the law, to obey the terms of this proclamation will render himself liable to be prosecuted for the crime of high treason.

NOTANDA.

CALENDAR.
DECEMBER.

Astronomical means based on fifteen years' observations on 1899.

Barometer 30.18
Thermometer 62.4
Humidity 64
Rainfall 0.985

TO-DAY.
On date at On date at
10 a.m. 4 p.m.
Barometer 30.13 30.04
Temperature 73 71
Humidity 75 83
Rainfall 0.02

TO-DAY.
Monday, 11th December, 1899.

Chinese—9th of 11th moon of 25th year of Kwang-si.

Sun—Rises 6hr. 30min.
Sets 5hr. 10min.
High water—Morning 5hr. 30min.
Evening 5hr. 35min.
Low water—Morning 10hr. 45min.
Evening 10hr. 50min.

ANNIVERSARIES.

1781—Sir David Brewster born.

1853—Death of the Rajah of Nagpore and annexation of his territory.

1863—Indemnity paid by Prince of Satsuma.

1867—Admiral Bell, U.S.N., drowned at Osaka.

1897—Presentation of Jubilee Medals by Governor Sir William Robinson, G.C.M.G.

1898—French evacuate Fashoda. Filipinos capture Cebu.

TO-MORROW.
Tuesday, 12th December, 1899.

Chinese—10th of 11th moon of 25th year of Kwang-si.

Sun—Rises 6hr. 31min.
Sets 5hr. 30min.
High water—Morning 5hr. 35min.
Evening 5hr. 40min.
Low water—Morning 10hr. 35min.
Evening 10hr. 40min.

ANNIVERSARIES.

1840—Rev. V. Stanton released by the Chinese authorities.

1843—Death of the ex-King of Holland.

WEDNESDAY, 13th.
Imperial German Mail Line steamer *König Albert* for Hamburg.
4 p.m.—Cargo ex *Alasagon* subject to rent.
4.15 p.m.—Football H.K.F.C. "A" team v. Officers of H.M.S. *Harbour*.
H.K.V.C. ORDERS.
6 p.m.—"E" Co., Company Drill at Headquarters.
5.30 p.m.—Company Drill for recruits of all units.
5.30 p.m.—"D" Co., Company and Arm Drill at Headquarters.
5.30 p.m.—Practice for unenrolled drummers.
6-7 p.m.—Band Practice.

THURSDAY, 14th.
2.15 p.m.—Magistracy—Adjourned Luncheon.
3 p.m.—Meeting of the Legislative Council.
4 p.m.—N. Y. K. steamer *Ryūjin Maru* leaves for Yokohama.
4.15—Football Rugby match, at Happy Valley.
5 for 5.30—Regular meeting of the Delicquent Lodge of Instruction.
H.K.V.C. ORDERS.
5.30—Trumpeter's Class at Headquarters.
5.30—F.B. Company Drill at Kowloon Docks.
5.30—"A," "B," & "C" Coys. Gun Drill at Victoria Point.

FRIDAY, 15th.
Cargo ex *Alasagon* subject to rent.
Application list for shares in the New Great Eastern and Caledonian Gold Mining Co. closes.
Noon—N. Y. K. steamer *Haruka Maru* leaves for Europe.
N. L. H. A. steamer *König Albert* leaves for Havre and Hamburg.
Ocean Steamship Co.'s steamer *Tantulus* leaves for Liverpool direct.
Austrian Lloyd's steamer *Vindobona* leaves for Trieste.
4.15 p.m.—Football Challenge Shield 1st round "D" Coy R.W.F. v. "H" Coy R.W.F. at Happy Valley.
Cargo ex *Parramatta* subject to rent.
Cargo ex *MacDuff* subject to rent.
H.K.V.C. ORDERS.
5.30 p.m.—Signalling Class.

SATURDAY, 16th.
4 p.m.—Football—Shield Tie, "A" Co. R.W.F. v. 38th Co. R.A.
4.30 for 5 p.m.—Regular meeting of the Persuasive Lodge of Hongkong.
Pacific Mail steamer *China* leaves for San Francisco.
9 a.m.—Concert

Intimations.

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Coast Port Orders Executed.

ACHEE & CO.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [1239a]

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

THE VICTORIA DISPENSARY,
HONGKONG.

[1247a]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale.

by

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

[1242]

12th October, 1898.

JUST LANDED.
S.S. Chinglu.

A SMALL Consignment of PINEAPPLE
BRAND AUSTRALIAN FRESH
STREAKY BACON.

H. RUTTONJEE,

13 & 15, D'Almeida Street,

Hongkong, and

21 & 23, Elgin Road, Kowloon.

Hongkong, 24th November, 1899. [1464a]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:-
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong. [138]

MITSUI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central.

Head Office:- TOKIO.

Branch Offices:-
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agents:-

Milki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinomiya Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsutsu Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Mamuroa Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milke Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA,

M. FUJISE,

Manager.

Hongkong, 11th December, 1899. [145]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM,
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [139]

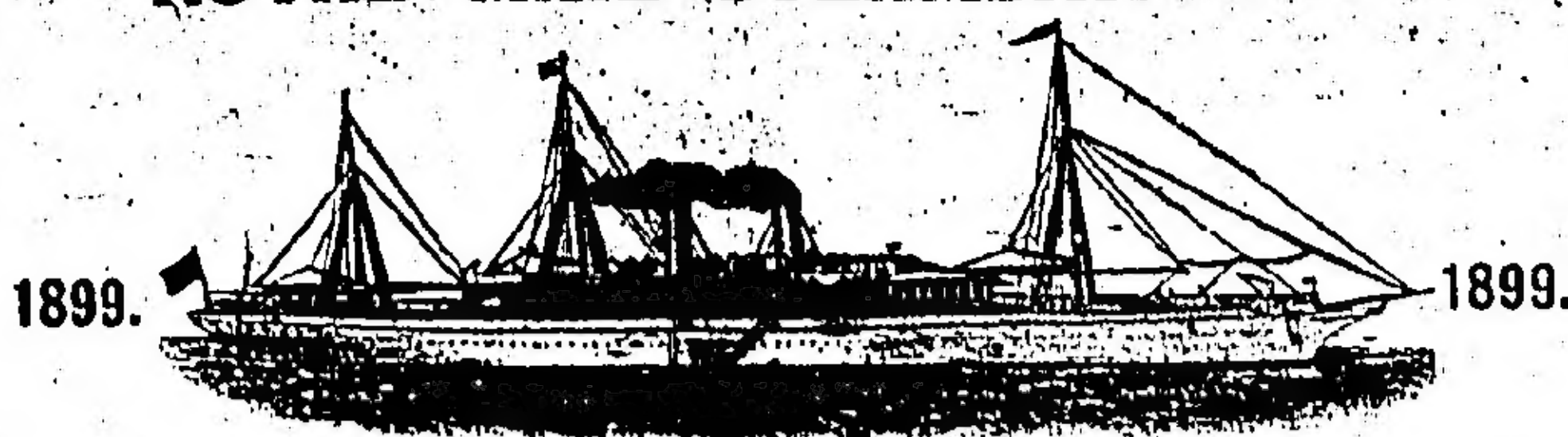
CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896. [119]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prize at every Exhibition,
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 34 & 36, Queen's Road Central. [149]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK on the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC COAST TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at
Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street.

Hongkong, 27th November, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO

St. Paul & Northern Pacific Co. 3,877 W. A. Evans Dec. 30.
City of Seattle 3,328 J. R. Kane Dec. 30.
Branfordshire 3,567 G. E. Elliott Jan. 13.

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.

Monmouthshire 2,874 W. A. Evans Dec. 23.
Aberglow 3,777 J. Murray Jan. 27.

THE attention of Passengers is directed to
the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.
DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY AND CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in possession of the steamer
before departure, and one copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.

General Agents.
Hongkong, 1st December, 1899. [14]

**CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.**

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Strathgyle 5,023 about Dec. 30.
Carlisle City 3,002 about Jan. 10.
Belgian King 3,379 about Jan. 20.
Carmarthenshire 2,920 about Jan. 31.

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO VIA
KOBE, YOKOHAMA and HONOLULU,
on SATURDAY, the 30th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 11th December, 1899. [1230]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 20th Jan., 1900, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 13th Feb., 1900, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA & HONOLULU,
on SATURDAY, the 23rd December, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.

Special rates (First-class only) are granted
to Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States, should be sent to the Company's
Offices, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

S. VAN BUREN, Agent.
Hongkong, 30th November, 1899. [19]

**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 23rd
instant, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 9th December, 1899. [15]

Mails.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU	YOKOHAMA (DIRECT)	WEDNESDAY, 13th Dec., at 4 P.M.
H. Finser	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), KOBE and YOKOHAMA	THURSDAY, 14th Dec., at 4 P.M.
RIOJUN MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 15th Dec., at Noon.
HAKATA MARU	KOBE and YOKOHAMA	THURSDAY, 21st Dec., at 4 P.M.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd Dec., at 4 P.M.
YAWATA MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Dec., at 4 P.M.
FUTAMI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 29th Dec., at 4 P.M.
AWA MARU		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th December, 1899. [6]

NORDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG	HAVRE and HAMBURG	14th December
*Christiansen	(LONDON with transhipment in HAMBURG)	About 7th
*SARNA	HAVRE and HAMBURG	January
*Fuchs	(LONDON with transhipment in HAMBURG)	About 15th
AMBRIA	HAVRE and HAMBURG	January
Burmester	(LONDON with transhipment in HAMBURG)	About 20th
WITTENBERG	HAVRE and HAMBURG	January
Madsen	(LONDON with transhipment in HAMBURG)	About 30th
*SILESIA	MARSEILLES, HAVRE & HAMBURG	January
Behrens	(LONDON with transhipment in HAMBURG)	January

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

581]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th Jan., 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd Feb., 1900, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU,
on WEDNESDAY, the 3rd January, 1900, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and the CANADIAN PACIFIC RAILWAY, also the CANADIAN PACIFIC
RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVER-
LAND CITIES in the United States have the
choice of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. the
same day; all Parcel Packages should be marked
to address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United

NURSES FOR SOUTH AFRICA.

Mrs. Richard Chamberlain and Miss Amy Chamberlain, sister-in-law and niece to Mr. Joseph Chamberlain, who have gone out to assist in nursing the sick and wounded, have neither of them had any special training, but both have proved themselves good nurses. Their original idea had been to proceed to Vryburg, and, though not Roman Catholics themselves, to help the nuns in that town. But now it is very probable that they will just go where their help is most needed.

INDIAN REFUGEES FROM THE TRANSVAAL.

The Clan Line steamer *Clan Graham*, which arrived in Bombay on the 11th November from Delagoa Bay, brought 873 refugees—769 men, 11 women, 29 boys, 10 girls, and 14 infants. Their story is that they were ordered by the authorities in the Transvaal to leave Boer territory within a week, and to go to Delagoa Bay, where shipping would be provided to take them to India. Three thousand Indians acted up to this order, but the treatment they experienced at the hands of the Portuguese was undesirable in the extreme. Each of them was possessed of several pounds, and they were robbed of nearly all they had. Their women were ill treated at Koomatipoort, in the Transvaal, and at other places. The remaining Indians will arrive within a short time.

THE RANGOON OUTRAGE CASE.

The orders of the Government of India have now been issued in respect to the conduct of the civil officers who were concerned in the recent Rangoon outrage case. Of the apathy and negligence displayed by them in the investigation of the case it was known that the Government proposed to take serious notice, and an expression of severe censure from the Government of India has been conveyed to the Commissioner of the Pegu Division, the Commissioner of Police, Rangoon, the Cantonment Magistrate and the District Magistrate. Of course, the full text of the orders must be forthcoming in such a case as this, says the *Rangoon Gazette*. Even the present Viceroy cannot thus publicly censure trusted and experienced officials in Burma without letting the public know the facts on which he bases his conclusions.

STRANGE FATALITY AT RANGOON.

G. H. Sibery, third officer on board the B. I. s.s. *Ellora*, which lies moored to the Rotating buoy, committed suicide this morning by shooting himself through the head. The second officer, Mr. Burgess, who witnessed the act, said that the accused who had been on shore that night, returned on board at 4.30 a.m. He was perfectly sober and went into his cabin and undressed. Mr. Burgess followed him and the deceased who was in his singlet and pyjamas, asked him to split a soda. Mr. Burgess agreed, and they sat down and talked about English history. While this conversation was going on, the deceased got up from his chair and took a Snider carbine from the rack. Burgess heard him open and shut the breech block but did not know until afterwards that he had loaded the weapon. Sibery then pointed the carbine at Burgess's head and said he would shoot him. Burgess shouted and told him that he ought to shoot a better man. "Upon which," said Mr. Burgess, "he fired, and instantly pulled the trigger. Sibery was killed on the spot, the whole of the forehead having been blown away and there being a large hole in the top of the skull. A large portion of his brains was found in a corner. The ball after striking the roof rebounded and went out through the door, cutting a groove in which a man might place his finger in the starboard rail. The cabin, it should be stated, was situated in the centre of the deck. Burgess then rushed out and called the chief officer. The deceased, who was 24 years of age, was, we believe, an old Conway boy. Not a suspicion was entertained by any one on the ship that the deceased was wrong in his head, but some days before his death he said to one of the officers that he should like to know what sort of wound a bullet would inflict, and that he should like to see the wounds inflicted on our men in the Boer war. Mr. Burgess evidently had a narrow escape. It may be that the unfortunate officer did not know that the carbine was loaded, and supposed he was fooling about with an empty weapon. Later in the inquiry held by the Western magistrate, Mr. Burgess said that the deceased was a rather a reserved man. He used sometimes to talk about his responsibilities, having a niece dependent on him. The only reason witness could give for the deceased's act was that he used to have fits of depression and was very much disappointed because he was unable to go home. Witness's statement to the magistrate slightly differed from the report he made to the police. In court he said that after deceased had levelled the weapon at him and he had pushed the muzzle away with his hand and told him to shoot a better man, that he then saw deceased raise his hand to the shelf, go through motions of loading and then placing the muzzle of the carbine at his forehead, raise it to a horizontal position and fire. Witness thought at first that deceased had fired over his shoulder to startle him, until he saw the blood and the body fall forward.—*Rangoon Times*.

GOLD MINING ON THE GOLD COAST.

In the report of the Colonial Secretary of the Gold Coast on the colony for the past year reference is made to the growth of the mining industry. Many experienced men with capital have embarked on it, and in regard especially to gold mining the prospects are said to be excellent. Experts with experience in the Transvaal goldfields say that the banket reefs of the Gold Coast are similar, but of a higher grade to those of the Transvaal. In the western province there are, it is estimated, about 20 miles of banket formation, and if this area were treated in the same way as similar land in Johannesburg it is believed it would contain 13 million tons of reef, from which gold to the value of 40 millions sterling could be extracted in ten years, with 1,350 stamps and the cyanide process, yielding a profit of one million and a quarter sterling per annum. This would necessitate an initial investment of two millions sterling, and the area is such that four companies could work simultaneously. But none of these mines could be worked at the profit mentioned here until the railway now in course of construction is completed, and most of the existing companies are only waiting for this to begin work on a large scale. At present the cost of transport ranges from £18 to £50 per ton, and the impossibility of getting up suitable stamps and other machinery prevents the proper working of the mines, but this serious obstacle would disappear with the opening of the railway. In spite of the difficulties, cases are mentioned of companies which have already been very successful.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Bingham, J. E.
Baker, A. M.
Cobb, Miss Z.
Blum, G.
Bird, E. G.
Bachmann, Mrs. E.
Bingham, Mrs.
Bewick, P. M.
Boully, Miss
Bandarera, H.
Barton, W. T.
Buckendoff, A.
Busch, Mrs. C. M.
Bordoff, H.
Bowley, C.
Brown Bros., N. P.
Brett & Co.
Blew, T. B.
Bryant, C. J.
Buckley, P.
Butt, W. S.
Cohen, M. C.
Calder, Miss
Cong, C.
Chubb, A.
Camillo, C.
Cooke, Miss P.
Cooke, Miss H. C.
Charlis, W. D.
Clarke, Miss M.
Cun Yi, W. S.
Cunningham, A.
Duncan, Mrs. J. A.
Dunbar, A.
Dyer, E. C.
Dark, Yeona, Mons.
Derro, D.
Dorich, A.
Dawtershaw, Mrs.
Dean, J.
Dickie, R.
Francis, Mr.
Finan, Mr.
Farrida, A.
Fondy, C. F.
Forster, R. C. H.
Foulds, Dr. and Mrs.
T. H.
Fierman, M. G.
Giese, Mr.
Gait, L.
Goetz, L.
Gohde, Mrs. G.
Grünberg, J.
Hart, Miss M.
Harvey, Mrs. C.
Hudson, Lt. A. K.
Henszén & Co., C.
Hicketh, S. B.
Harrison, W. H. C.
Havitt, Maria
Hold, J. G.
Heward, J. C.
Hutton, S. F.
Haimovitch, E.
Iplidjan, S.
Johnston, A. H.
Jackson, H.
Jones, Miss L.
Kunkel, M.
Karras, J. J.
Kynard, A.
Lambe, W. P.
Lawson, H. L. W.

List of Registered Covers in Poste Restante.
Anicetta, Ferriolo.
Bonamou, P.
Balch, A. W.
Brosse, I. B. de la
Cameron, Wm.
Crawford, J. R.
Cunningham, A.
Chief Engineer Hong Kong Railway
Cumpton, W. H.
Droz, E.
Dahl, I.
Falkenick, S.
Fehs, Dr.
Fakoz, D.
Forsthy, G. G. S.
Fontana, R.
Grimes, J. H.
Harding, W. A.
Heskeith, S. B. (2)
Hooper, G. W. (4)
Hyndham, F. H.
Isam, Elisk
Jorge, J. V.
Jones, Sergt. C.
Jones, Dr. Fleming
Kalander Khan

List of Registered Covers for Merchant Ships.
S.S. *Bombay* Commander.
S.S. *Changsha* C. Moule.
S.S. *Colfax* J. Williams.
S.S. *Carthage City* Geo. Croll.
S.S. *Diamond* J. Fleming.
S.S. *Formosa* T. H. Gill (2).
S.S. *Loosch* G. Menzies.
S.S. *Mongkut* James Roberts.
S.S. *Patroclus* D. Pritchard.
S.S. *Patroclus* W. R. Wigmore.
S.S. *Paranang* Chief Engineer.
S.S. *Strathgyle* Capt. T. G. Cumming (4).
S.S. *Sungkiang* C. A. Howard.
Ship *Stilla* Fielding.
S.S. *Tsinan* Capt. Anderson.

List of unclaimed Telegrams lying in the Joint Telegraph Companies' Offices at Hongkong.

Andow, Bayern.
Childs Hotel.
Calder Bengibb, Collier.
Coyell.
Doeholm, Goetz Steamship *Chusan*.
Haydenite.
Hohetee Mansinowh.
Kaderbachs.
Khengee.
Konging Cheong—Wenglock Khye.
Kwanhopong.
Kyoishigumi Ojo. Yasslamu.
Mate Ship *Silma*.
Miss Slade *Prins Heinrich*.
Mohamed Khan.
Morgan Bayern.
Poon.
Quannolung.
Renelle.
Robinson.
Tackong.
Thienong, Hongkong Hotel.
Turner.
Ward Post Office.
Washing.
Wilbur.
Wissortky.
Wongkum Ojo. Chanlyesang 86 Wellington St.
Wang Yen Chon Kuan Thai.
Yanshan.
Ziervogel Germania.

F. VON DER PFORDTEN, Manager in China.
Hongkong Station, 8th December, 1899.

SHIPPING REPORTS.

Captain R. Johns, of the steamship *Wanang*, from Wuhu, via Chinkiang, reports:—Light monsoon weather.
Captain J. Riley, of the steamship *Idomeneus*, from Amoy, reports:—Fine clear weather and moderate N.E. winds.
Captain Gordon, of the steamship *Fitching*, from Shanghai, via Amoy, reports:—Light variable winds, dull and overcast weather.
Captain F. Jamieson, of the steamship *Singon*, from Tientsin, via Chefoo, reports:—Moderate wind and clear atmosphere, sea smooth through the passage.
Captain Edward H. Bayly, R.N., of H.M.'s cruiser *Aurora*, from Wei-hai-wel, reports having met H.M.S. *Waterwitch* at Sam Sah on 7th December.

FRANCE IN AFRICA.

PREPARATIONS TO SEIZE MOROCCO. LONDON, November 2nd.
St James Gazette (London) published an article dealing with the French policy in Africa. It states, amongst other matters, that France is preparing a strong military expedition to be sent into Morocco with a view of seizing that State.
The French territory in Northern Africa consists of the whole of the seaboard of Algeria, stretching backwards into the country to the south for 1000 miles, and thence indefinitely through the French Sudan. A line has also been drawn south-westward from Algeria, following the coast line of the Moorish tribes, to Senegambia, at Cape Verde. Morocco is included under this boundary, which would give the French a coast line of many hundreds of miles in the Mediterranean Sea and Atlantic Ocean.—*Star*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following:—"I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach; thus removing the great difficulty experienced in the administration of the plain oil."—D. P. KENNA, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—*Advt.*

Intimation.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK. INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to,

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.
Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.
The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1892. [493]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN."
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers, Hongkong, 11th December, 1899. [15214]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."
Captain E. Fey, will be despatched for the above Ports, TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 11th December, 1899. [15094]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KIUKIANG."
Captain Arnold, will be despatched as above TO-MORROW, the 12th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th December, 1899. [15334]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"IDOMENEUS."
Captain Riley, will be despatched as above TO-MORROW, the 12th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1899. [14334]

FOR MANILA.

THE Steamship

"SALVADORA."
Captain Goldsboro, will be despatched as above on WEDNESDAY, the 13th instant, at 5 P.M.

For Freight or Passage, apply to BRANDBAO & Co., Agents.

Hongkong, 9th December, 1899. [15224]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched as above on WEDNESDAY, the 20th December.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd November, 1899. [14564]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched on WEDNESDAY, the 20th December, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd November, 1899. [14574]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANSI."
Captain Camargan, will be despatched as above on FRIDAY, the 22nd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th December, 1899. [15264]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS."
Captain Dickens, will be despatched as above on TUESDAY, the 26th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th December, 1899. [15024]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ASAMA,"
will be despatched for the above Port, about the 27th instant.

To be followed by The Steamship "QUEEN ELEANOR," about the 15th January, 1900.

The Steamship "MORVEN," about the 15th February, 1900.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th December, 1899. [15164]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI,"

will be despatched for the above Port about the middle of January, 1900.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 5th December, 1899. [15094]

Shipping.

STEAMERS.

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.
FOR SINGAPORE.
THE Company's Steamship

"TAICHIOU."
Captain Pirroce, will be despatched as above on THURSDAY, the 14th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th December, 1899. [15244]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO.

THE Company's Steamship

"SZECHUEN."
Captain Hall, will be despatched as above on THURSDAY, the 14th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th December, 1899. [15254]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"
of the NORDDEUTSCHER LLOYD.

Captain R. Heineke, due here with the outward German Mail about the 13th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 8th December, 1899. [13944]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"VINDOBONA,"

Captain C. Bellen, will be despatched as above on FRIDAY, the 15th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated line.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 9th December, 1899. [15274]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"GISELA,"
Captain F. Mosca, will leave for the above places on SATURDAY, the 16th instant, at Noon.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 7th December, 1899. [15104]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE,"

Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th December, 1899. [15284]

SAILING VESSELS.

FOR PHILADELPHIA & NEW YORK.

THE 3/3 A.I.L. American Ship

"ST. MARK."
Captain Dudley, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR BALTIMORE & NEW YORK.
THE 3/3 A.I.L. American Ship

"REUCE,"
Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick despatch.

FOR NEW YORK.
THE 3/3 L.L.L. American Bark

"ADOLPH OBRIG,"
Captain Amshury, having arrived will shortly load here for the above Port and will have quick despatch.

For Freight apply to ARNOLD, KARBERG & Co., Agents.

Hongkong, 10th November, 1899. [14054]

RIGAUD'S

White Violets

